

***Abnormal noises when turning***

1. Worn or damaged cone spring or shim.
2. Damaged driveshaft splines.
3. Worn or damaged cams or face cams.
4. Worn or damaged ring gear bearing.

**Rear Differential  
Excessive Noise**

1. Low oil level.
2. Excessive ring gear and pinion gear backlash.
3. Worn or damaged drive pinion and splines.
4. Damaged driven flange and wheel hub.
5. Worn or damaged driven flange and ring gear shaft.

**HANDLING**

Poor handling will reduce overall performance and may cause loss of control and a crash. If the handling is poor, check the following items:

1. If the handlebars are hard to turn, check for the following:
  - a. Low tire pressure.
  - b. Incorrect throttle cable routing.
  - c. Damaged steering shaft bushing and/or bearing.
  - d. Bent steering shaft or frame.
  - e. Steering shaft nut too tight.
2. If there is excessive handlebar shake or vibration, check for the following:
  - a. Loose or damaged handlebar clamps.
  - b. Incorrect handlebar clamp installation.
  - c. Bent or cracked handlebar.
  - d. Worn wheel bearing(s).
  - e. Excessively worn or damaged tire(s).
  - f. Damaged rim(s).
  - g. Loose, missing or broken engine mount bolts and mounts.
  - h. Cracked frame, especially at the steering head.
  - i. Incorrect tire pressure.
  - j. Damaged shock absorber damper rod.
  - k. Leaking shock absorber damper housing.
  - l. Sagged shock spring(s).
  - m. Loose or damaged shock mount bolts.
3. If the rear suspension is too soft, check for the following:
  - a. Damaged shock absorber damper rod.

- b. Leaking shock absorber damper housing.
- c. Sagged shock spring.
- d. Loose or damaged shock mount bolts.
4. If the rear suspension is too hard, check for the following:
  - a. Rear tire pressure too high.
  - b. Incorrect shock absorber adjustment.
  - c. Damaged shock absorber damper rod.
  - d. Leaking shock absorber damper housing.
  - e. Sagged shock spring.
  - f. Loose or damaged shock mount bolts.
5. Check the following on the frame:
  - a. Damaged frame.
  - b. Cracked or broken engine mount brackets.
6. If the wheel is wobbling, check for the following:
  - a. Loose wheel nuts.
  - b. Loose or incorrectly installed wheel hub.
  - c. Excessive wheel bearing play.
  - d. Loose wheel bearing.
  - e. Bent wheel rim.
  - f. Bent frame or other suspension component.
7. If the ATV pulls to one side, check for the following:
  - a. Incorrect tire pressure.
  - b. Incorrect tie rod adjustment.
  - c. Bent or loose tie rod.
  - d. Incorrect wheel alignment.
  - e. Bent frame or other suspension component.

**FRAME NOISE**

Noises traced to the frame or suspension are usually caused by loose, worn or damaged parts. Various noises that are related to the frame are listed below.

1. The most common drum brake noise is a screeching sound during braking. Drum brake noises can be caused by:
  - a. Glazed brake lining or drum surface.
  - b. Excessively worn brake linings drums.
  - c. Warped brake drum.
2. Front or rear shock absorber noise can be caused by:
  - a. Loose shock absorber mounting bolts.
  - b. Cracked or broken shock spring.
  - c. Damaged shock absorber.
3. Some other frame associated noises can be caused by:
  - a. Cracked or broken frame.
  - b. Broken swing arm or shock linkage.

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